AMENDMENTS TO THE SPECIFICATION:

Page 22:

Please substitute the following paragraph for the paragraph beginning at line 5.

This embodiment differs from the first embodiment in the structure of the radially inner portion of the dust cover 10a. In the arrangement of the second embodiment, an iron pipe 12a has small diameter portions at both axial ends and a large diameter portion at the center. The sliding bushing 11 integral with the iron pipe 12a is composed of a pair of narrow sliding bushing parts 11a and 11b that are spaced apart from each other by a certain distance. A sealing lip portion 14a is disposed between the sliding bushing parts 11a and 11b. At both sides of the sealing lip portion 14a, there is provided grease pockets 15a and 15b.

Page 22:

Please substitute the following paragraph for the paragraph beginning at line 23.

Since the two grease pockets 15a and 15b are provided on both sides of the sealing lip portion 14a, lubricity higher than in the first embodiment is attained. In addition, running out of grease can be prevented and friction sound can be reduced greatly.

Pages 23-24:

Please substitute the following paragraph for the paragraph beginning at page 23, line 23.

This embodiment differs from the first embodiment in the structure of the radially inner portion of the dust cover 10b. In the arrangement of the third embodiment, the cylindrical reinforcement member (i.e. iron pipe) 12 is not provided, and a sliding bushing 11 is press-fitted into the inner circumferential portion 13a of the bellows portion 13. In this embodiment also, a low friction material is attached on such a portion of the sliding bushing 11 that is in contact with the steering shaft 2 (i.e. the inner circumferential surface of the bushing 11) by coating or baking or the sliding bushing 11 itself is made of a low friction material. Therefore, the friction of the sliding bushing 11a, 11b against the rotating steering shaft 2 can be made low. Consequently, the steering torque of the steering shaft 2 can be reduced and sound generated by friction of the sliding bushing 11 and the steering shaft 2 can be reduced. In addition, the advantageous effects same as the above-described embodiments can also be attained by this embodiment. At one end of the inner circumferential

portion 13a, a sealing lip 14b is integrally formed, so that an annular grease pocket 15 is formed.

Pages 24-25:

Please substitute the following paragraph for the paragraph beginning at page 24, line 24.

This embodiment differs from the first embodiment shown in Fig. 1 in the structure of the radially inner portion of the dust cover 10c. In the arrangement of the fourth embodiment, a sealing lip portion 14c is provided as a separate member and the sealing lip portion 14c is press-fitted to an end of an iron pipe 12c at the side opposite to a sliding bushing 11. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 25:

Please substitute the following paragraph for the paragraph beginning at line 9.

Fig. 5 is a cross sectional view showing a dust cover 10d for a steering shaft according to the fifth embodiment of the present invention.

Please substitute the following paragraph for the paragraph beginning at line 12.

In this embodiment, instead of the sealing lip portion 14, an O-ring 16 is provided at one end of an iron pipe 12d at the side opposite to a sliding bushing 11, contrary to the first embodiment shown in Fig. 1. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Please substitute the following paragraph for the paragraph beginning at line 21.

Fig. 6 is a cross sectional view showing a dust cover 10e for a steering shaft according to the sixth embodiment of the present invention.

Pages 25-26:

Please substitute the following paragraph for the paragraph beginning at page 25, line 24.

This embodiment differs from the first embodiment shown in Fig. 1 in the structure of the radially inner portion. The arrangement of the sixth embodiment is not provided with a sliding bushing 11 and an iron pipe 12e is provided integrally with a bellows portion 13 made of a rubber or the like. The inner circumferential portion 13b of the bellows

portion 13 is the same member as the bellows portion 13, as is the case with the first embodiment. The inner circumferential portion 13b serves as a cylindrical contact member, and a low friction material 17 is attached on the inner circumferential portion 13b by coating or baking. The inner circumferential portion 13b and the bellows portion 13 may be formed by different materials and the inner circumferential portion 13b itself may be made of a low friction material. Preferably, the low friction material 17 is a fluorine series resin, molybdenum, graphite or Teflon. With use of these materials, the friction against the steering shaft 2 can be made low. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 26:

Please substitute the following paragraph for the paragraph beginning at line 22.

Fig. 7 is a cross sectional view showing a dust cover 10f for a steering shaft according to the seventh embodiment of the present invention.

Pages 26-27:

Please substitute the following paragraph for the paragraph beginning at page 26, line 25.

This embodiment differs from the second embodiment shown in Fig. 2 in the structure of the radially inner portion. The arrangement of the seventh embodiment is not provided with a sliding bushing 11a, 11b, and an iron pipe 12f is integrally embedded in a bellows portion 13 made of a rubber or the like. The inner circumferential end portions 13c and 13d of the bellows portion 13 serve as the cylindrical contact portion as is the case with the sixth embodiment. A low friction material 17 is attached on both the inner circumferential end portions 13c and 13d. Both ends of the iron pipe 12f corresponding to the inner circumferential end portions 13c and 13d are bent toward the steering shaft so that the iron pipe 12f has a substantially U-shaped cross section. Between the inner circumferential end portions 13c and 13d of the bellows portion 13, there is provided a sealing portion 14f that extends radially inwardly so as to be in contact with the outer circumference of the steering shaft 2. The inner circumferential end portions 13c and 13d themselves may be made of a low friction material. Preferably, the low friction material is a fluorine series resin, molybdenum, graphite or Teflon. With use of these materials, the friction against the

steering shaft 2 can be made low. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 28:

Please substitute the following paragraph for the paragraph beginning at line 2.

Fig. 8 is a cross sectional view showing a dust cover 10g for a steering shaft according to the eighth embodiment of the present invention.

Please substitute the following paragraph for the paragraph beginning at line 5.

This embodiment differs from the second embodiment in the structure of the radially inner portion. The arrangement of the eighth embodiment is not provided with a sliding bushing 11 and an iron pipe 12g is integrally formed on the inner circumferential portion 13a of a bellows portion 13 made of a rubber or the like. The iron pipe 12g serves as a cylindrical metal member that is in sliding contact with the rotating steering shaft 2. A low friction material 17 is attached on the inner circumference of the iron pipe 12g. The low friction material 17 may be selected from, for example, a fluorine series resin, molybdenum, graphite or

Teflon. With use of these materials, the friction against the steering shaft 2 can be made low. A sealing lip 14g is integrally formed at one end of the inner circumferential portion 13a of the bellows portion 13. A grease pocket 15 is formed between the sealing lip 14g and one end face of the iron pipe 12g. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 29:

Please substitute the following paragraph for the paragraph beginning at line 2.

Fig. 9 is a cross sectional view showing a dust cover 10h for a steering shaft according to the ninth embodiment of the present invention.

Pages 29-30:

Please substitute the following paragraph for the paragraph beginning at page 29, line 5.

The dust cover of this embodiment is provided with a first bellows portion 18 and a second bellows portion 19, which are separately formed, instead of the bellows portion 13 in the first embodiment. The inner circumferential portion 18a of the first bellows portion 18 is formed

integrally with a sealing lip portion 14h and an iron pipe 12h. A sliding bushing 11 is press-fitted radially inside the iron pipe 12h, and a grease pocket 15 is formed between the sealing lip portion 14h and the sliding bushing 11. On such a portion of the sliding bushing 11 that is in contact with the steering shaft 2 (i.e. the inner circumferential surface of the bushing 11), a low friction material is attached by coating or baking. The low friction material is selected from, for example, a fluorine series resin, molybdenum, graphite, Teflon and other materials. A sliding bushing 11 which, in itself, is made of a low friction material may be used instead of the sliding bushing on which a low friction material is attached by coating or baking. The radially outer periphery of the first bellows portion 18 is attached to the front end inner circumference of the column hole cover 4 along its entire circumference in a manner similar to the first embodiment. The second bellows portion 19 is disposed in the rear side (with respect to the vehicle body) of the first bellows portion 18. On the radially outer portion of the second bellows portion 19, an iron pipe 4b is integrally formed. The iron pipe 4b is press-fitted into the inner circumference of the column hole cover 4. The radially inner portion of the second bellows portion 19 is press-fitted onto the outer circumference of

the first bellows portion 18. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 30:

Please substitute the following paragraph for the paragraph beginning at line 16.

Fig. 10 is a cross sectional view showing a dust cover 10i for a steering shaft according to the tenth embodiment of the present invention.

Pages 30-31:

Please substitute the following paragraph for the paragraph beginning at page 30, line 19.

This embodiment differs from the first embodiment in the structure of the radially inner portion. The arrangement of this embodiment is provided with a cover side cylindrical contact member 21 integrally attached to the dust cover 10i and a shaft side cylindrical contact member 22 attached to the steering shaft 2. The shaft side cylindrical contact member 22 is in sliding contact with the cover side cylindrical contact member 21. Preferably, the cover side cylindrical contact member 21 and the shaft side cylindrical contact member 22 are sliding bushings. A low friction

material is attached, by coating or baking, to at least one of the portions of the cylindrical contact members 21, 22 that are in contact with the other member. In connection with this, at least one of the cylindrical contact members 21, 22 may be made of a low friction material. Preferably, the low friction material is, for example, a fluorine series resin, molybdenum, graphite, Teflon or other materials. In this embodiment, stable friction is realized irrespective of the surface roughness of the main shaft or errors in dimension. In the arrangement of this embodiment, one end of the iron pipe 12i extends radially inwardly so as to have a substantially L-shaped cross section. To the other end of the iron pipe 12i, a separate sealing lip portion 14i is attached. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 31:

Please substitute the following paragraph for the paragraph beginning at line 23.

Fig. 11 is a cross sectional view showing a dust cover 10j for a steering shaft according to the eleventh embodiment of the present invention.

Pages 31-32:

Please substitute the following paragraph for the paragraph beginning at page 31, line 23.

This embodiment differs from the first embodiment in the structure of the radially inner portion. In the arrangement of this embodiment, a cover side cylindrical contact member 21 is integrally attached to the radially inner portion 13a of a bellows portion 13 and an iron pipe 12j, and a shaft side cylindrical contact member 22 is attached to the steering shaft 2. The shaft side cylindrical contact member 22 is in sliding contact with the cover side cylindrical contact member 21.

Pages 32-33:

Please substitute the following paragraph for the paragraph beginning at page 32, line 14.

Preferably, the cover side cylindrical contact member 21 and the shaft side cylindrical contact member 22 are sliding bushings. A low friction material is attached, by coating or baking, to at least one of the portions of the cylindrical contact members 21, 22 that are in contact with the other member. In connection with this, at least one of the cylindrical contact members 21, 22 may be made of a low friction material. The low friction material is selected

from, for example, a fluorine series resin, molybdenum, graphite, Teflon and other materials. With the above feature, axial displacement of the main shaft and the dust seal upon provisional assembling will be avoided and operationality is improved. A sealing lip portion 14j is formed integrally at one end of the radially inner portion 13a of the bellows portion 13 made of a rubber or the like. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 33:

Please substitute the following paragraph for the paragraph beginning at line 12.

This embodiment differs from the first embodiment in the structure of the radially inner portion. In the arrangement of this embodiment, the radially inner portion 13a of the dust cover 10k, an iron pipe 12k and a cover side cylindrical contact member 21 are integrally formed and a shaft side cylindrical contact member 22 that is in sliding contact with the cover side cylindrical contact member 21 is attached to the steering shaft 2.

Page 34:

Please substitute the following paragraph for the paragraph beginning at line 4.

Preferably, the cover side cylindrical contact member 21, the shaft side cylindrical contact member 22 and the third cylindrical contact member 23 are sliding bushings. A low friction material is attached, by coating or baking, to at least one of the portions of the cylindrical contact members 21, 22, 23 that are in contact with another member. In connection with this, at least one of the cylindrical contact members 21, 22, 23 may be made of a low friction material. The low friction material is, for example, a fluorine series resin, molybdenum, graphite, Teflon or other materials. With use of these materials, the friction against the steering shaft 2 can be reduced. A sealing lip portion 14k is provided at one end of the third cylindrical contact member 23. The sealing lip portion 14k extends in the axial direction out of the gap between the cover side cylindrical contact member 21 and the shaft side cylindrical contact member 22. A grease pocket 15 is formed between the sealing lip portion 14k and the cylindrical contact member 22. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 35:

Please substitute the following paragraph for the paragraph beginning at line 5.

In this embodiment, a cover side cylindrical contact member 21 attached to the dust cover 10l is added to the arrangement of the first embodiment. Preferably, the cover side cylindrical contact member 21 is a sliding bushing. The cover side cylindrical contact member 21 has a flange portion extending radially outwardly at one end thereof. A low friction material is attached to such a portion of the cover side cylindrical contact member 21 that is in contact with the steering shaft 2 (i.e. the inner circumferential surface of the cover side cylindrical contact member 21) by coating or baking. The cover side cylindrical contact member 21 itself may be made of a low friction material. The low friction material may be selected from, for example, a fluorine series resin, molybdenum, graphite, Teflon and other materials. With use of these materials, the friction against the steering shaft 2 can be reduced.

Pages 35-36:

Please substitute the following paragraph for the paragraph beginning at page 35, line 24.

A sealing lip portion 14l is formed separately from the radially inner portion 13a that is integral with a bellows

portion 13. The sealing lip portion 14l is fixed to the steering shaft 2 by press-fitting and the tip end projection thereof is in contact with the flange portion of the cover side cylindrical contact member 21. In this embodiment also, the advantageous effects same as those of the above-described embodiments can be realized.

Page 36:

Please substitute the following paragraph for the paragraph beginning at line 8.

Fig. 14 is a cross sectional view showing the principal portion of a dust cover for a steering shaft according to fourteenth embodiment of the present invention. In Fig. 14, illustration of the joining portion of the dust cover 10m and the column hole cover 4 is omitted unlike with Figs. 1 to 13. In addition, illustration of the steering shaft 2 is also omitted.

Pages 36-37:

Please substitute the following paragraph for the paragraph beginning at page 36, line 16.

In the arrangement of this embodiment, a sliding bushing 21 is integrally formed on the inner side of the radially inner cylindrical portion 13a of a double bellows

portion 13. An annular groove 21c is formed on the outer circumference of the sliding bushing 21 in the vicinity of one end thereof (the right side end in Fig. 14). An annular projection 13f that extends radially inwardly from one end (i.e. the right side end in Fig. 14) of the radially inner cylindrical portion 13a is fitted in the annular groove 21c. The other end (the left side end in Fig. 14) of the radially inner cylindrical portion 13a extends radially inwardly, and on the inner circumference thereof, a sealing lip portion 14m extending in both axial directions is integrally formed. Between the axially inner side (i.e. the right side in Fig. 14) extension of the sealing lip portion 14m and the radially inner cylindrical portion, an annular space 30 is formed. The other end of the sliding bushing 21 (i.e. the left side end in Fig. 14) is projecting into that annular space 30.